

- The City of Seattle Charles Street Yards, a vehicle maintenance and materials storage facility to the east.
- A new BMW auto dealership, occupying two blocks between 7th Avenue S. and Airport Way S.
- A collection of low warehouse buildings along 6th Avenue S. under common ownership between Airport Way South and I-90. A preliminary proposal for office development has been discussed for these properties.
- A collection of office, human service, storefront and parking uses located along Fourth Avenue S.

EXISTING CONDITIONS

This area, south of South Charles Street, is located wholly within the Greater Duwamish Manufacturing Industrial Center (MIC), but is geographically separated from heavy industrial uses by the 20-acre Metro Transit Base and on-ramps to I-90 and is well-served by public transit (bus,

intercity rail and light rail). About half of the area is owned by public entities (City of Seattle, State of Washington) or non-profit organizations.

The area is also traversed by several high-volume traffic corridors, including Airport Way South, that carry a high volume of freight, and other vehicular traffic. Freight transit through the area has decreased in recent decades due to construction of SR 519 that re-directs truck traffic to I-90. Seventh Avenue S. borders the City's Charles Street Yards and continues to carry heavy freight north and south between Airport Way/S. Royal Brougham Way and S. Dearborn Street. Fourth Avenue South serves passenger vehicles north and south, and freight trucks travel from I-90 southbound.

Three zoning options for this area were evaluated as part of the Livable South Downtown Environmental Impact Statement:

1. The existing General Industrial 2 U/85 (IG2 U/85) zone. This designation prohibits housing (except artist live-work housing in existing structures) but allows a range of office and industrial uses at moderate densities.
2. Industrial-Commercial (IC) zoning at maximum heights up to 125 feet and 160 feet, allowing greater intensity of office uses in addition to industrial uses.
3. A “South Downtown Mixed” zone allowing structures up to 160 feet in height. The proposal would allow office uses outright, and allow residential uses only through a special review process.



ZONING CONSIDERATIONS AS PART OF THE LIVABLE SOUTH DOWNTOWN PROCESS

The Greater Duwamish Manufacturing Industrial Center Plan and the Seattle Comprehensive Plan advocate for the protection of industrial uses and family wage jobs through goals and policies to provide opportunities for industrial activities to thrive in Seattle by prohibiting uses (such as residential) that are incompatible with industry, particularly in areas where significant infrastructure and land area exists to support a base of industrial uses.

Throughout the Livable South Downtown planning process, differing opinions were expressed as to the viability of industrial uses south of S. Dearborn Street within the Livable South Downtown planning area. Some groups advocated

for a change from existing industrial zoning that would allow a greater range of uses for several reasons:

- While numerous small wholesale and light manufacturing uses exist in the area, land ownership and new uses indicate a trend away from the area's traditional light industrial base toward office and auto retail uses.
- The area is located at the edge of the Chinatown/I.D. neighborhood, and could accommodate residential and employment uses that would complement activity in the Chinatown/I.D. area.
- The area is physically separated from other industrial uses, and already accommodates many uses that are non-industrial in nature.
- The area is well-served by transit and light rail and could support more intensive redevelopment and higher density of use.

A central question for the area south of S. Charles Street is the extent to which the area is important to meeting the goals of the Greater Duwamish MIC. The City's ongoing study of industrial lands will continue to examine the role of industrial areas on the edge or outside of Manufacturing and Industrial Centers including the area south of S. Charles Street. Rezoning this industrial area to a non-industrial zone would require an amendment to the City's Comprehensive Plan to remove the area from the Greater Duwamish Manufacturing Industrial Center and add it into the Downtown Urban Center.

South of South Charles Street

Allow 160' maximum height with participation in incentive zoning program

Prevent bulky buildings by limiting floor sizes above 85'

Zone for light industrial and commercial uses

Sustainability features for new development:

- Seattle Green Factor to encourage green roofs, street-level planting
- LEED Silver for all bonus projects
- Transportation Demand Management

Improve the 6th Ave S and Airport Way S intersection for safety and mobility

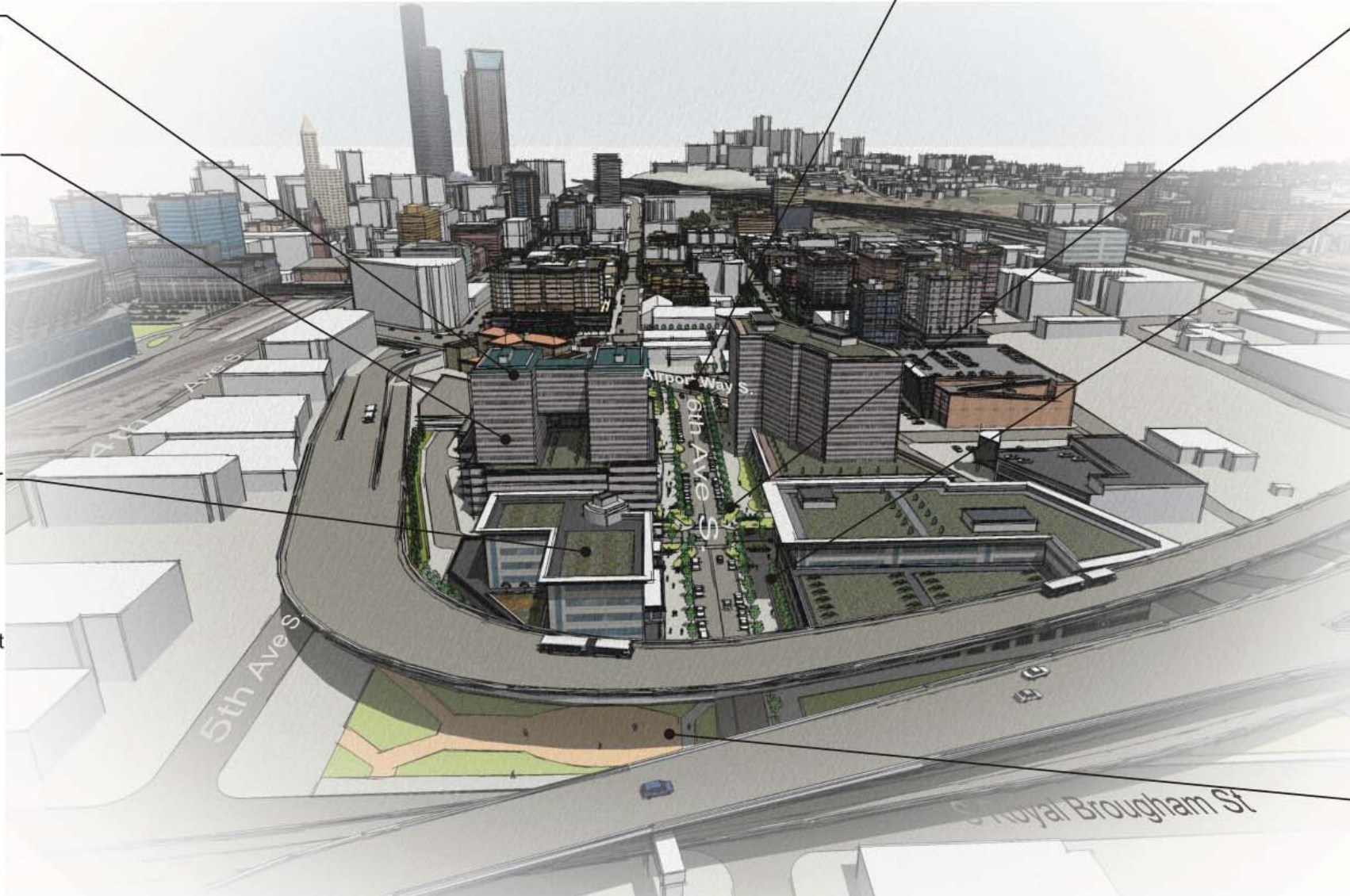
Integrate pedestrian improvements with future development along 6th Avenue South

Require pedestrian-friendly street-frontages on buildings

Provide open space for workers

Limit retail businesses to 30,000 square feet

Establish pedestrian connections to stadiums, light rail station, and Chinatown/I.D.



This depiction is presented for illustration purposes only. White structures depict existing buildings



OBJECTIVES FOR FUTURE LAND USE

The recommendation to rezone the area south of S. Charles Street from the existing General Industrial 2 (IG2) zone to an industrial-commercial (IC) zone reflects the gradual transition of land uses in the area from a predominant industrial character to one that can accommodate a wider mix of uses, including industrial uses.

1. Allow a mix of light industrial and office uses to provide a transition between mixed use development in the Downtown Urban Center and industrial activity in the Greater Duwamish Manufacturing and Industrial Center.
2. Encourage significant employment density in an area located at the edge of the Downtown Urban Center with excellent access to public transit, and within walking distance of the downtown office core.
3. Establish pedestrian connections to the Stadium Light Rail Station and the Chinatown/ International District in a manner that will minimize conflict with vehicle traffic.
4. Allow retail uses that serve local customers; discourage large-scale retail establishments catering to a city-wide or regional clientele; prohibit drive-in uses that encourage single occupant vehicle travel.
5. Require sustainable patterns of future development.

Description of Proposed Zoning: Industrial-Commercial (IC 85-160)

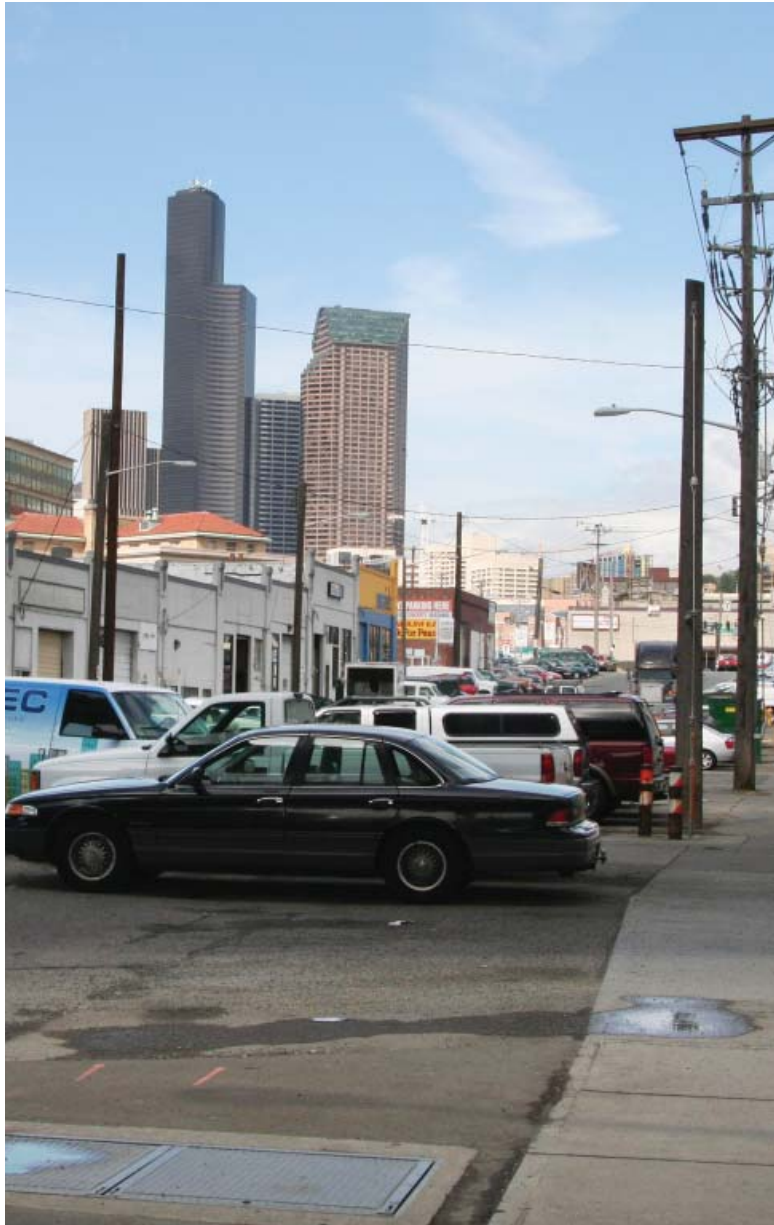
IC zoning is consistent with Comprehensive Plan policies that promote a wide mix of employment activities, including industrial and commercial uses, within a range of maximum building height limits (Policies LU 168, LU 173). The Comprehensive Plan (LU 174) further directs the City to ensure compatibility between IC zones and surrounding areas as follows:

“Include development standards in the Industrial Commercial zones designed to create an attractive environment for new industry and ensure compatibility with surrounding development without inhibiting more traditional industrial activity or the expansion of smaller firms already located in the area. Generally require screening, landscaping and setback standards in the Industrial Commercial zone similar to those found in the pedestrian-oriented commercial areas to promote an attractive setting for new industries.”

The IC zone permits a broad mix of uses with design standards for pedestrian-oriented development. Like other industrial zones, the IC zone prohibits residential uses. New requirements would apply to this area to address unique conditions such as non-standard “super-blocks,” potentially large development sites, and a lack of pedestrian facilities including sidewalks.



View of I-90 ramps from South-of-Dearborn Area



Proposed Heights

- Base height for all uses: 85 feet
- Maximum height limit: 160 feet permitted for projects electing to add floor area above the base FAR subject to participation in the incentive zoning program.

Proposed Floor Area Limits

- Base FAR for non-industrial uses: 1 FAR or 50,000 square feet of chargeable floor area, whichever is greater, for non-industrial uses, including entertainment uses. These include lodging uses, medical services, office, restaurant, major durables retail sales, automotive sales and services, and general sales and services. This limit is a reasonable approximation of the amount of floor area in non-industrial uses that could likely be accommodated under current IG2 zoning within existing size of use limits.
- Base FAR for industrial uses: 2.5 FAR
- Maximum FAR for all uses combined: 3.5

The 50,000 square foot limit for non-industrial uses provides flexibility for development on smaller lots and balances the relationship between lot size and FAR. For example, both office and general sales and service uses are currently limited to 25,000 square feet. A development combining these two uses to the maximum limits allowed would have 50,000 square feet. This would equal 1 FAR on a 50,000 square foot lot, but 2.5 FAR on a 20,000 square foot lot.

In all cases, development may exceed the base FAR up to a maximum of 3.5 FAR. The additional floor area must be gained through participation in the incentive zoning program and by complying with the following conditions:

- Achieve a LEED Silver rating;
- Achieve a Green Factor score of .3;
- Comply with the standards in Downtown zones for maximum limits on parking;
- Pedestrian amenities; and
- Open space for office use may be provided, based on a project's assessment of need.

Pedestrian Amenities

For projects that elect to participate in the incentive zoning program and exceed base FAR limits, an individual determination of project impacts on pedestrian facilities and a voluntary agreement between the property owner and the City to mitigate identified impacts is required. The Director may consider a variety of measures that promote improved pedestrian circulation and safety as impact mitigation.

Existing conditions in the South of Charles Street area present significant challenges to pedestrians, particularly as the area becomes more densely developed over time. An atypical platting pattern reflects the historic presence of industrial and major transportation facilities near the city's original shoreline. Today, super blocks and large lots—several over 80,000 square feet in size—create special challenges to development and to the future network of pedestrian connections.

Proposed increases in employment density are only appropriate if an enhanced pedestrian environment can better integrate future development on the site with mixed use areas to the north. Pedestrian amenities are also important to promote walking and transit use within the area. A determination of impacts of future development and required mitigation would contribute to a pedestrian network and on-site amenities for pedestrians as the area develops.

Potential considerations for pedestrian and bicycle improvements in the area to mitigate project impacts include:

- Improvements to 6th Avenue South as the primary pedestrian and bicycle corridor;
- Street improvements to facilitate pedestrian wayfinding to and from the Stadium Light Rail Station;
- Features of abutting development that serves to enhance the pedestrian environment; and
- Safe pedestrian and bicycle crossing of Airport Way South at 6th Avenue South.

Exemptions from FAR calculation:

- Parking above grade, if the Director concludes that conditions such as a high water table or contaminated soils would prohibit parking below grade ;
- Wind generators and solar collectors on rooftops; and
- Street-level retail uses



Charles Street Yard Facility

Use Provisions

Most uses currently permitted would continue to be allowed, except that surface parking would be prohibited. The existing prohibitions on residential uses would remain. *Street level use requirements.* In order to ensure a continuous pedestrian environment in certain areas, pedestrian-oriented retail uses would be required to be provided at street level on streets identified on the Industrial Streets Landscaping Plan Map in the Land Use Code.

Size of Use Limits. In order to discourage auto-oriented retail uses in this area, a proposed 30,000 square foot maximum size limit is proposed for general sales and service uses and major durables retail sales uses. Entertainment uses, currently subject to a 10,000 square foot size of use limit, would be permitted up to 75,000 square feet, as allowed in other IC zones. No drive-in businesses are permitted in IC zoned areas.

Development Standards addressing bulk and design

As noted previously, the area proposed for designation as IC 85-160 is characterized by large lots, irregular street patterns, and numerous low warehouse structures. To the extent that higher-density development is allowed, proposed development standards are intended to promote a more urban, pedestrian-oriented environment as follows:

- Street façade requirements, including minimum façade height, façade setbacks, and requirements for pedestrian entrances on designated pedestrian streets;
- Upper level development standards, including modulation, floor size limits on upper floors, and separation between the upper portions of structures;
- Façade transparency requirements and blank wall limits; and
- Screening of parking.

Street Façade Requirements

Façade height. The minimum height of a street-facing façade is proposed to be 50 feet on streets identified on the Industrial Streets Landscaping Plan Map in the Land Use Code. On other streets, the minimum height for street-facing façades is 25 feet.

Façade setbacks. To promote new development that contributes to a quality pedestrian environment and integrates pedestrian space with abutting structures, setbacks from the street property line would be limited. Along streets most important to pedestrian circulation in the area, an average setback depth of five feet from the street lot line would be allowed. For other streets, where a less structured streetscape is acceptable, greater setbacks would be allowed.

Principal pedestrian entrances. A principal pedestrian entrance is required for facades facing streets that are pedestrian designated. These streets include those identified on the Industrial Streets Landscaping Plan Map in the Land Use Code.

Upper level development standards

Modulation. Modulation requirements will provide architectural variation and visual interest for street facing facades, and are proposed for structures exceeding 85 feet in height. The modulation requirement would only apply to portions of facades within 15 feet of a street property line:

Height of portion of Building	Maximum Un-modulated Façade before setting back 10 feet for at least 20 feet in length
65 to 125 feet	155 feet
> 125 feet	125 feet

Floor area limit. With a maximum height limit of 160 feet, buildings could rise above the elevation of the adjacent I-90 freeway. The maximum amount of floor area permitted for any floor above 85 feet in height is proposed to be limited to 25,000 square feet.

Separation between structures. To provide varied and interesting urban form and promote access to light and air, separation between the tallest portions of structures would be required. For development on the same lot, a minimum separation of 60 feet is required between portions of structures exceeding 85 feet in height.

Façade Transparency Requirements and Blank Façade Limits

Standards for façade transparency and limits on blank façades that apply in Downtown zones are incorporated into the proposed zoning for this area to provide visual interest for pedestrians and to integrate the street level of a development with the public environment.

Provisions for transparency require a percentage of the street level of the street façade to be transparent with features such as windows near the street. Façade frontages on streets that are most important to the pedestrian circulation network are required to provide the greatest amount of transparency (60% of the street level facade), with the greatest limit on blank facades (generally not to exceed a limit of 15 feet but may increase to 30% if approved by Director). For other frontages, where less pedestrian activity is anticipated, transparency is required for 30% of the street level façade, and blank facades generally are not to exceed 30 feet but may be increased to 60 feet if approved by Director.

Parking Quantity

For projects electing to participate in the incentive zoning program, and add additional floor area above the base FAR, the proposed amendments would allow only one space for every 1,000 square feet of floor area—the same standard that applies to non-residential uses in adjacent Downtown zones—to reflect the high degree of transit access in this area.

Screening of Parking

Because of a high water table in this former tidelands area, and some soils that are contaminated from previous industrial uses, parking may be allowed as structured parking above-grade. The following provisions address the potential impacts of street level parking on the character of the streetscape and the visual impacts of above-grade parking:

Parking at street level

- Along the street frontages of pedestrian designated streets, parking at street level in a structure would be required to be separated from the street by another use.
- Along other street frontages and lot lines that do not abut a street, parking at street level would be required to be screened.

Parking above street level

Parking located on floors above street level on lots with depths of 150 feet or more would be required to be separated from the street by another use.

On other street and non-street lot lines, parking located at street level and on floors above grade would not need to be separated by another use, but would be required to be screened integrated into the overall design of the structure.

Design Review

Under the proposal, all development in the IC 85-160 zone with more than 12,000 square feet of non-residential gross floor area would be subject to design review.

Summary of Base and Maximum Development Provisions

IC 85-160 Zone	Base Development	Maximum Development participation in incentive zoning program required
Height	85	160
FAR	2.5 FAR for all permitted uses, except: the following uses are limited to 1 FAR or 50,000 square feet of chargeable floor area, whichever is greater: entertainment uses; lodging uses; medical services; office; restaurant; major durables retail sales; automotive sales and services; and general sales and services	3.5 FAR